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and desire for freedom, had both to be respected. They are, of course, not antagonistic. The plan of the Friends was to support those efforts for the preservation of the popular rights which did not include, or plainly lead up to armed resistance. They therefore joined earnestly in the opposition to the Stamp Act, signed the Non-Importation Agreement, and connived at the repulse and return of the tea ship.

But when the war began they could not maintain an unbroken front. They very soon formed three classes. One, and by far the largest, took no part, and passively resisted all efforts either by the royalists or by the revolutionists to draw them into the fighting. A second class took up arms for the revolt, and the list of names which can be given of these is remarkable, both for size and significance. A third, and by far the smallest class, went with the King, and either took up arms or so far committed themselves that when Howe left Philadelphia in 1778 they did not dare to remain.

President Sharpless estimates that about four hundred Friends were "dealt with" and "disowned" by their meetings for joining the revolutionary army, accepting civil positions under the revolutionary government, or taking an affirmation of allegiance to it. He estimates, also, that "perhaps a score" were similarly dealt with and disowned for active adherence to the royal side. These estimates are entitled to respect, and they show very fairly the relative strength of the active American and "Tory" classes among the Friends—about twenty to one. There are very few names of Pennsylvania Quakers in Sabine's lists of the Loyalists, and all the searching of the records will not develop any considerable number more. The fact is that in the country outside of Philadelphia the sympathies of most Friends were with the revolt, and in the city at least half were on that side. That they were able to maintain their ground—to avoid falling into the royalist movement without sacrificing their testimony for peace—goes to show that they had a greater share of both consistency and tenacity than the average man who approves of Christian doctrine except when applied to a particular war.

As was said of President Sharpless's first volume, the student of Pennsylvania history cannot safely overlook this one. Its citations from original documents, its simplicity of form, its candor of statement, and its judicial temper, unite to give it a special value.

HOWARD M. JENKINS.

A History of American Privateers. By EDGAR STANTON MACLAY.
(New York: D. Appleton and Co. 1899. Pp. xl, 519.)

MR. MACLAY is the author of a *History of the United States Navy* in which he endeavored, successfully, to show that our maritime forces were a most powerful factor in the attainment of American independence. In this new volume he proves that our privateers had even more to do with the establishment of our sea power and with the destruction of English commerce, in both our wars with the mother country, than the vessels

of the regular navy. The government vessels, all told, including even the flotilla on Lake Champlain, numbered only 64 in the Revolutionary War. They captured 196 vessels valued at \$6,000,000. In the same war 792 private armed vessels took 600 British vessels valued at \$18,000,000. Our regular navy of 23 vessels captured 254 ships valued at \$6,600,000 in the War of 1812, while the 517 privateers (of Mr. Maclay's preface) took 1300 prizes valued at \$39,000,000. The "few petty fly-by-nights," at which the English journals sneered in 1776, so effectually alarmed England as to deter English merchants from shipping goods in English vessels. Escorts were demanded even for the linen ships crossing the Irish Channel, and in a few weeks forty French ships were loaded with English freight in London. When the second war began English papers recalled to mind these dismal facts and predicted the disasters that were afterwards experienced.

Plainly a book which sets forth the story of these things must be well worth reading, and Mr. Maclay tells his tale in a very interesting way. He is the first writer to attempt an account of the privateers of two wars. Coggeshall wrote only of the War of 1812 and his work, as Mr. Maclay says, is "far short of a standard history."

The more ambitious volume before us is divided into two parts. The first deals with the vessels of the Revolution; the second is devoted to the War of 1812. The author shows what admirable training-schools for our regular navy the decks of the privateers of the Revolution furnished. It is only necessary to mention the names of such graduates as Barney, Talbot, Truxtun, Decatur, and Porter to emphasize this fact. Captain Barney's prison experiences are related in full as well as the usual tale of his exploits. One chapter is devoted to Captain John Manly. Another is given to Jonathan Harraden of Salem, the author's "ideal privateersman," and the story of the fight off Bilboa between the *General Pickering* and the *Achilles* of London in sight of thousands of spectators upon the adjacent cliffs is told in a fascinating way. In the second part excellent accounts are given of almost all the privateers with which we have become familiar. A glance at the index shows us all the well-known names. Our ships were bent on profit not on fighting, and yet when the necessity came they fought magnificently. The *General Armstrong* at Fayal is a case in point. Not so well known is the *Decatur* of Charleston, S. C., Captain Diron. Her fight with the *Dominica* was one of the most bloody contests of the war. Out of 191 men on the two ships 88 were either killed or wounded. The ships of Salem are duly noted and so, incidentally, is the career of the *Invincible Napoleon*, a craft so badly handicapped by her name (she was originally a French privateer) that she was captured no less than five times. The career of the *Yankee* of Bristol, R. I., shows the possibilities for gain that lay in the business. This fortunate vessel captured property amounting in value to a million of pounds and netted a million dollars profit from her six cruises.

Yet the historical student will lay this volume down with a keen sense of disappointment. It must be said of it as its author says of Coggeshall's

work, "it is far short of a standard history." It deals with two wars only. The chapter on colonial privateers is given up for the most part to accounts of pirates like Kidd. If the author had turned his eyes toward Narragansett Bay he would have learned that some of the men who took part in the "affair of the Gaspee" (which he describes) had sailed upon colonial privateers. The Wanton family of Newport, which gave four governors to the colony, were famous privateersmen. Private armed vessels from the Bay participated in all the wars in which the colonists were involved by reason of their English allegiance. No less than forty vessels of which the names, and the names of their owners and masters, are preserved sailed out from Newport to fight in the War of the Austrian Succession. In the Seven Years' War no less than fifty-seven privateers were fitted out in Rhode Island. Their names can easily be ascertained. In 1759, according to Arnold's *History*, one-fifth of the adult males were on private armed ships. If so much has escaped notice in the case of one colony what may we not conjecture concerning the others? Mr. Maclay moreover is not always correct in his statements. To illustrate: On page 69 he credits Rhode Island with six vessels,—eight pages later gives the names of seven. If he had examined the Bristol records a little more closely (Part II., Chapter IV.) he would have learned that Bristol alone sent out six, possibly nine, vessels besides the famous *Yankee*—a number much larger than that he assigns to the whole state of Rhode Island. He would moreover have escaped some errors of statement concerning the *Yankee* herself. Singularly enough, in his summing up on page 506, he does not credit Rhode Island with sending out any vessels at all in the War of 1812. But the crying evil of the volume is the careful suppression of almost all mention of the sources whence the information was derived. The reader is frequently referred to Maclay's *History of the United States Navy*, but aside from that there are hardly a dozen references to authorities in the whole work.

WILFRED H. MUNRO.

History of the Civil War, 1861-1865. Being Vol. VI. of *History of the United States of America under the Constitution*. By JAMES SCHOULER. (New York: Dodd, Mead and Co. 1899. Pp. xxii, 647.)

MR. SCHOULER is to be congratulated on the completion of this supplementary volume, which rounds out his work to the utmost limit that he ever contemplated as possible. A history must stop somewhere, and few will deny that for a work like Mr. Schouler's the end of the war is on the whole a more satisfactory stopping-place than the beginning. More than this, the present volume embodies a singularly well-proportioned narrative of the four eventful years of which it treats. This fact alone is a sufficient cause for its existence, and must assure to the author the favorable judgment of the reading public. For we are in the full tide of revelation as to the inner facts of war-history: official records,